ment has been organised. The total length of lines taken up for construction is 231 miles, and the outlay incurred thereon, up to the end of June 1916, was Rs. 85,72,401. The amount of money raised from the public for the smaller feeder lines is a little over Rs. 14 lakhs.

The following projects are ready for construction and their length and estimated cost are as noted below:—

Name of Railway	Length	Estimated cost
	Miles	Rs.
1. Chikjajur-Chitaldrug line ...	21	8·55 lakhs.
2. Kadur-Chikmagalur line ...	28	16·60 ,,
3. Chikmagalur-Hassan line ...	37	17·48 ,,
4. Bangalore-Hosur line ...	30·69	12·75 ,,

The projects under investigation are the Mysore-Coorg connection, the Shimoga-Bhatkal and Mysore-Kakankote lines, the Narasimharajapura-Sringeri extension and the Thadasa-Hebbe tramway.

Changes in the Department.

57. During the year, the offices of the Engineer-in-Chief and the Agent were combined with that of the Secretary for Railways. The Railway Board have kindly allowed Mr. G. Richards, Superintending Engineer, now employed in the investigation of railways to the west coast ports, to work as our Consulting Engineer.

Department of Mines and Geology.

58. The reorganization scheme sanctioned in February 1915 came fully into effect during the year. Special attention was paid to the exploration and investigation of minerals of economic value. A bulletin on the geology of Mysore with a map giving a summary of the results arrived at by the geological survey, was prepared and issued. Another bulletin on the mineral resources of the State, their modes of occurrence, methods of mining and extraction and possibilities has also been published for the use of the local public interested in mining work. A Kannada edition of this bulletin will shortly be ready.

The output of bar gold during 1915-16 was 558,381 ounces of an approximate value of Rs. 3,11,32,760 as against 570,886 ounces of a value of Rs. 3,28,65,540 in 1914-15. The royalty for 1915-16 was approximately Rs. 18,69,931 against Rs. 19,15,803 in 1914-15.